

Appendix F: Mayor's Transportation Action Committee Report



**MAYOR'S
TRANSPORTATION
ACTION
COMMITTEE**

**REPORT
and
RECOMMENDATIONS**

APRIL 24, 2001

V. OVERALL SUMMARY AND RECOMMENDATIONS

Once the community meetings were complete and the TAC had the chance to review and consider the input from the community the real job of distilling the input from the large volume of information received became the focal point for the committee. The TAC used the detailed input from the community which is summarized in Exhibit 1 as the basis for this review and distillation effort. The following summarizes the conclusions reached by the TAC for each area:

South Maui:

What are the issues?

1. Roadway systems lack capacity
2. Lack of funding has been a major factor in reacting to inadequate infrastructure.
3. Inadequate long-range vision planning and implementation.
4. Implementation of concurrent installation of infrastructure with development has also been inadequate.

What are the contributing factors?

1. Inadequate traffic signal management.
2. Non-implementation of a concurrency component in the planning process.
3. Roadways are running at capacity with current volumes.

What are the solutions?

Near: Implement signal management to allow more volume on the higher demand legs. (Cost est: \$50,000)

Restripe Piilani Highway utilizing existing pavement surface to allow 4-lanes of travel. (Cost est: \$4.4million with State paying \$3million, County paying \$1million and development industry \$400,000 for planning, design and other entitlements. Costs are primarily to adjust placement of signal structures at signalized intersections and to modify the shoulder areas.)

Implement a concurrency component in the planning process (Cost est: \$100,000 to hire a consultant that would prepare the necessary studies to support a smart growth initiative)

Mid: Implement transportation alternatives including van-pooling.
Design and construction of the N/S Collector Road system

Long: Find and construct alternate routes such as the Upcountry/Kihei connector and a new bypass mauka of the existing Piilani Highway alignment and connecting with the roadway system at Puunene.

Development of the Charter High School in South Maui

In the discussion on South Maui, one of the frequent issues which came up as part of the near,

mid and long term discussion section was the implementation of a development moratorium for South Maui. The TAC, during its discussion of issues after the Kihei meeting and as part of the distillation process also discussed the concept and significance of the recommendation. The conclusion reached by the TAC is that the moratorium cannot be considered a solution to the present infrastructure shortfall because it does not provide any direction as to how one would address the congestion or address the traffic situation that exists today. The consensus was that the idea of a moratorium does not provide direction nor relief for the community and that proactive solutions must be followed such as signal modification to island-wide transportation planning and finally, planning, design and construction of new roadways.

The other discussion item which followed from the TAC discussion of Kihei was that of impact fees and the ordinance which can be found in the Maui County Code in Title of 14.68. This ordinance, which was passed in 1989 provides for the imposition of impact fees for the South Maui area once baseline traffic studies are completed and the impact fee ordinance is adopted by the county. For whatever reason, this baseline traffic study was never completed. The Maui County Council is asking that now the studies be done and the impact fee ordinance and its mechanism for accepting fees be approved and used by County of Maui as a way to generate the revenue necessary for roadway improvements which will address the community's concern.

West Maui:

What are the issues?

1. Road closures.
2. Lack of alternative routes.
3. Delays caused by accident investigation or fires.
4. Lack of public information relating to road closures.
5. Lack of an emergency road management plan.
6. Non-implementation of a concurrency component in the region's planning process.

What are the contributing factors?

1. Lack of alternative routes.
2. Lack of roadway capacity and driver's inattention to their driving (stopping to look at natural attractions, etc.)

What are the solutions?

Near: Modify or synchronize traffic signals. (*Cost est: None to the county as all signals are on State Highways*)
Work with police/fire to produce more public service announcements for the public benefit in announcing road closures and traffic impediments. (*Cost est: None*)
Introduce more alternate routes and an emergency road management plan. (*Cost est:*

\$10,000 to engage a traffic consultant to identify alternate routes and prepare an emergency management plan)

Implement transportation alternatives including air, sea, car-pooling, etc. (Cost est: None)

Use portable message board signs to alert drivers of road closures. (Cost est: \$100,000 based on county purchasing two such devices)

Implement an aggressive accident prevention initiative that could include complete no-passing on Honoapiilani Highway between Maalaea and Puamana; a concrete center divider; other speed slowing devices. (Cost est: \$1.6million in State funding although County could participate. This would include \$100,000 for double striping the Honoapiilani Highway from Ukemehame through to Puamana OR \$1.5million to install a concrete divider along the entire center line between the aforementioned points; AND/OR \$2million to install three lane sections that would permit a passing lane to be installed)

Mid: Alternate routes being paved or otherwise available in case of road closures.
Descriptive signs for tourists directing them to where it would be safe to view our natural attractions, such as whales, etc.

Information map signs advising tourists as to their current locations at pull-offs..

Long: Lahaina Bypass constructed to allow Kaanapali, Napili/Kapalua traffic to bypass Lahaina.

Divided highway to Central Maui that would reduce accidents and road closures.

Central Maui:

What are the issues?

1. Lack of road capacity.
2. Lack of funding needed to improve capacity of roadways.
3. Inadequate long range planning implementation.
4. Lack of concurrency.

What are the contributing factors?

1. Inadequate traffic signal management.
2. Not implementing a concurrency component in the region's planning process.
3. Roadways running at or near capacity.

What are the solutions?

Near: Stagger work hours/school hours. (Cost est: None)

Open the Mahalani corridor to Waiale Drive. (Cost est: already programmed)

Synchronize traffic control. (Cost est: \$50,000)

Implement the smart growth initiative. (Cost est: \$100,000 to engage a consultant for the development of the smart growth strategy)

Mid: Complete the Maui Lani Parkway and Lono, Kamehameha, and Onehee extensions.
Complete the Mokulele Highway 4 lane improvements
Long: Complete the airport access road.

East Maui/Upcountry:

What are the issues?

1. Roadway systems lack capacity.
2. Lack of funding to implement roadway improvements.
3. Inadequate long range planning.
4. Lack of concurrency.

What are the contributing factors?

1. Inadequate traffic control management.
2. Non-implementation of a concurrency component in the region's planning process.
3. Roadways running at or near capacity.

What are the solutions?

Near: Reroute Ameron traffic from Haleakala Highway to Pulehu Road. *(Cost est: None)*
Stagger school hours. *(Cost est: Unknown until discussions with DOE can take place)*
Work with Activity Owners Associations to monitor and suggest safer methods for bike tour operators. *(Cost est: None)*
Aggressive education for bike tour operators on traffic regulations *(Cost est: None)*
Install signage in Paia restricting left turn movements on Hana Highway. *(Cost est: \$5000 or less. It was noted that at a subsequent meeting with Paia residents organized by Councilmember Mike Molina, there was no support for restricting turns as this would adversely affect existing residential traffic and businesses that need left turn movements to allow access to their parking areas. The Paia businesses did not favor removal of parking either)*
Implement the A&B mini bypass. *(Cost est: \$10,000 for improvements to Baldwin Avenue where the mini-bypass would enter. The cost of the bypass itself would be paid for by the private sector.)*
Enforcement of traffic laws on a more consistent basis. *(Cost est: None)*
Better handling of accident sites to allow free traffic flow. *(Cost est: None)*
Mid: Widen Haleakala Highway to four lanes to Kulamanu.
Paia bypass
Kihei/Upcountry Road.
Alternate route that could accommodate bike tours.
Long: Kihei/Upcountry Road.

What are island-wide solutions?

The following summarizes actions that would assist in the implementation of the concepts and actions that have been recommended by the TAC and the public:

- 1 The County of Maui should appoint a point person that would be responsible for coordinating all traffic related measures with affected agencies and with the public. *(Cost est: depending if it is a new position or an existing county employee)*
- 2 The County of Maui should support and implement the traffic impact fee ordinances that are already in place for West and South Maui and implement similar ordinances for Central and East Maui. *(Cost est: \$100,000 for a traffic consultant to prepare the baseline information and cost estimates for traffic improvements upon which the impact fee could be based.)*
- 3 The County of Maui Should encourage developers to contribute voluntary fees to the County that can be used to design and develop infrastructure that improves the infrastructure system in the community in which the new development is proposed. these fees would not be in lieu of any required infrastructure necessary for the project and should be used for the community plan region within which the project is proposed. *(Cost est: None)*
- 4 The County of Maui should adopt measures which will preserve a desired quality of life wherein areas of urban settlement are managed and directed within a framework that consistently and concurrently balances growth demands against human service needs and physical infrastructure supply. *(Cost est: This is combined in the recommendation for the preparation of a smart growth strategy)*
- 5 The County of Maui should study all alternative methods of transportation and aggressively integrate solutions from that study into its transportation strategy.
- 6 The County of Maui should adopt a method to improve its revenue stream by implementing a user pay system such as the Community Facilities District measure. *(Cost est: None at this time. A review of the county's 6 year CIP program could be used to establish cost parameters and direct benefit areas upon which the impact fees/user fees would be based.)*
7. The County of Maui should look at the transportation systems throughout the county in a macro-sense and adopt an island-wide transportation plan which would include projected infrastructure improvements balanced with the integration of alternate transportation methods. *(Cost est: \$100,000 which would include a consultant to work toward assembling the information needed to prepare such a plan using the growth management strategy and the recommendations of the Transportation Alternatives Maui committee (Tram2001))*

Near Term Solution Cost Estimate Summary (County Expense)

Signal Management	\$200,000
Restripe Piilani Hwy (Cty. portion)	\$1million
Smart Growth Initiative/Traffic Reports	\$250,000
Emergency Road Mgmt. Plan	\$10,000
Portable message board signs	\$100,000
Install Paia signage	\$5000
Baldwin Ave Mini bypass (Cty portion)	\$10,000
 Total Near Term Solutions (1 yr timeframe)	 <u>\$1,575,000</u>

Implementation

The overview section of this report for the Mayor's Traffic Action Committee discusses the need to develop and provide solutions to the present infrastructure shortfall which can be implemented. Providing projects and alternative infrastructure development plans which are indeed implementable are critical to the success and final results of the report. Implementation of projects involves not only the design of the infrastructure network but also the permitting process and last but not least, the ability to provide a funding mechanism which will cover the cost of development of infrastructure.

The current draft executive summary of the Maui Long Range Transportation Plan, which was developed in November 1995, states that the financial need for infrastructure development in Maui County for the 25-year time period that runs from 1995 to 2020 is \$1.8billion. The revenue needed for such an infrastructure plan will come from a variety of sources, primarily the County of Maui, the State of Hawaii and the Federal Highway Administration. Some portion of this \$1.8billion will be invested by the private sector over time as areas within Maui County develop and expand within the community-plan districts.

Implementation of projects in Maui:

On the financial side, there have a number of venues used to fund infrastructure, those being the following:

Federal Funding:

The Intermodal Surface Transportation Efficiency Act (ISTEA) or what is now known as the Transportation Enhancement Act (TEA-21) has played a dominant role in the financing of both state and county projects within Maui County. The resource for this program comes from various fuel taxes collected by the Federal Government. This program, which has been renewed for the next six years, provides a financing mechanism for projects which meet strict criteria and provides for funding at an 80 percent federal to 20 percent county level for such projects. Some good examples of projects which have been developed using this type of funding mechanism are